COOS BAY, ROSEBURG & EASTERN RAILROAD AND NAVIGATION COMPANY

15

TIME TABLE

(SAFETY) TO TAKE EFFECT SUNDAY, MAY 2, 1915, AT 12:01 A. M. (SAFETY)

PACIFIC STANDARD TIME (120TH MERIDIAN)

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, AND NOT INTENDED FOR THE USE OF THE PUBLIC
THE COMPANY RESERVES THE RIGHT TO VARY FROM THIS TIME TABLE AT PLEASURE

C. J. MILLIS,
General Manager.

D. W. CAMPBELL,
Asst. General Manager.

Eastward **Westward**

Length of sidings in cars and location of scales, water, fuel and turning stations			First Class			Distance from Marshfield	Time Table No. 15 May 2, 1915.	Station Numbers	First Class			
			6	4	2				1	3	5	
			Passenger	Passenger	Mixed				Mixed	Passenger	Passenger	
			Leave Sunday only	Leave Daily Ex. Sun.	Leave Daily		STATIONS		Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	
W F T P			P.M. 1.30	P.M. 2.25	A M 7.10	0.0	D MARSHFIELD	0	P.M. 12.38	P.M. 5.35	P.M. 6.35	
						1.0	1.0 MILL SPUR	1				
21. P.			1.34	2.29	7.15	1.5	0.5 McCORMAC'S	2	12.33	5.31	6.30	
			f 1.53	f 2.50	f 7.35	8.0	6.5 HENRYVILLE	8	f 12.15	f 5.13	f 6.13	
38. P.			f 1.59	f 2:56	7.40	9.6	1.8 SUMMIT	10	12.10	f 5.08	f 6.08	
			f 2.03	f 3:00	f 7.45	10.7	1.0 COALEDO (NO SIDING)	11	f 12.05	f 5.04	f 6.04	
W. P.			s 2.07	s 3:04	s 7.50	12.0	1.3 BEAVER HILL JCT.	12	s 12.02 P.M.	s 5.00	s 6.00	
F. Y. P.						13.5	1.5 D BEAVER HILL	14				
31.						15.6	5.6 CEDAR POINT	15				
24 Y. P.			2.20	3.16	8.04	16.1	0.5 CUNNINGHAM	16	11.50	4.47	5.47	
11. P.			s 2.22	s 3:18	8.06 8.10	17.0	0.9 D COQUILLE	17	11.48 11.41	s 4.45	s 5.45	
			f 2.32	f 3:28	f 8.20	19.7	2.7 JOHNSON'S (NO SIDING)	20	f 11.30	f 4.35	f 5.35	
7. P.			2.38	3.34	8.26	21.8	2.0 ROCK QUARRY	21	11.24	4.29	5.28	
			f 2.43	f 3.39	f 8.31	22.9	1.2 NORWAY (NO SIDING)	23	f 11.20	f 4.24	f 5.24	
26. T. P.			s 2.52	3.48 P.M.	8.40 8.45	26.0	3.1 D MYRTLE POINT	26	s 11.10	4.15 P.M.	s 5.15	
			f 3.07		f 9.00	31.0	5.0 BROADBENT (NO SIDING)	31	f 10.56		f 5.01	
60. P.			f 3.13		f 9.05	32.8	1.8 WARNER	33	f 10.52		f 4.56	
60. P.			f 3.28		f 9.20	38.1	5.3 ROWLAND	38	f 10.40		f 4.40	
25 W. P.			s 3.37		s 9.30	41.1	3.0 BAKER	41	s 10.30		s 4.30	
W. T.			3.54 P.M.		9.45 A M	44.2	3.1 D POWERS	44	10.15 A M		4.15 P.M.	
			Arrive Sunday Only	Arrive Daily Ex. Sun	Arrive Daily				Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	
			2.24	1.23	2.35		Time Over District		2.23	1.20	2.20	
			19.73	21.13	17.95		Average Speed per Hour		19.73	21.66	20.07	

Westward trains are superior to trains of the same class in the opposite direction.---See Rule 72.

Nos. 1, 2, 3, 4, 5 and 6, will stop on flag at Millington to receive and discharge passengers for Coquille and beyond.

SPECIAL RULES

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

SAFETY FIRST

STANDARD CLOCKS

Marshfield Dispatcher's Office

WATCH INSPECTORS

Webb C. Ball, General Time Inspector..........San Francisco, Calif.
H. S. Tower, Local Watch Inspector................Marshfield, Ore.

REGISTER STATIONS

Marshfield
Beaver Hill
Beaver Hill Junction.
Myrtle Point
Powers.

BULLETIN STATIONS

Marshfield.
Powers

CLEARANCE CARDS

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space following "signal is out for."

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards without order numbers thereon unless properly O. K.'d as above.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

W. F. MILLER, Superintendent, Marshfield, Oregon.

AIR BRAKE TESTS AND INSPECTION

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 14.

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS

Mile Post	Between	Description
.01	Marshfield-Mill Spur	Coalbank Slough Bridge.
24.7	Norway-Myrtle Point	Coquille River Bridge—25 B.
27.3	Myrtle Point-Broadbent	Coquille River Bridge—1.
28.7	Myrtle Point-Broadbent	Coquille River Bridge—2.
31.2	Broadbent-Warner	Coquille River Bridge—6.
32.3	Broadbent-Warner	Coquille River Bridge—7.
33.4	Warner-Rowland.	Coquille River Bridge—8.
39.3	Rowland-Baker	Rowland Creek Bridge—9.
39.8	Rowland-Baker	Tunnel No. 1.
42.7	Baker-Powers	Coquille River Bridge—12.

SPEED RESTRICTIONS

With the exceptions noted, trains must not exceed the speed in miles per hour as shown below:

	Passenger	Mixed	Log.
Marshfield-Powers	30	20	10
Beaver Hill Jct.-Beaver Hill	15	12	06

Maximum speed of any train at any point must not exceed 30 miles per hour and no train shall exceed speed of 25 miles per hour around curves of 7 to 10 degrees, and 20 miles per hour on curves of 10 degrees or over.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Trains must be under control when descending grades, approaching bluffs or other points where slides are liable to occur.

Engines running backwards must not exceed fifteen miles per hour.

Trains will reduce speed to 8 miles per hour over Coalbank Slough bridge and bridge 25-B, Baker Creek bridge No. 10; 10 miles per hour over Coquille River Bridges, 1, 2, 6, 7, 8, 9, 12 and Tunnel No. 1.

Speed of motor cars backing up shall not exceed 10 miles per hour through yards and over highway crossings.

The following speed table is for information of engineers and must not be considered in any way to authorize exceeding speed limits specified above.

DR. E. MINGUS, Surgeon, Marshfield, Oregon.
DR. W. CULIN, Assistant Surgeon, Coquille, Oregon.
DR. L. G. JOHNSON, Assistant Surgeon, Myrtle Point, Ore.

SPEED TABLE

Speed per hour	1 Mile in Min. Sec.	Speed per hour	1 Mile in Min. Sec.
6	10.00	21	2.51
8	7.30	22	2.43
10	6.00	23	2.36
12	5.00	24	2.30
15	4.00	25	2.24
16	3.45	26	2.18
17	3.31	27	2.13
18	3.20	28	2.08
19	3.09	30	2.00
20	3.00	35	1.43

YARDS

All trains must be under control when moving within the yard limits as listed below. (See Rule 93.)

Marshfield to Mile Post 2.
Summit.
Coquille.
Myrtle Point.
Baker.
Powers.

RAILROAD CROSSINGS

Trains and engines on main track, before passing over the main track crossing at grade of another railroad, must stop within 100 feet thereof, sound one long blast of the whistle, ring the bell, and not proceed until it is observed that it is safe to do so.

MISCELLANEOUS

All trains consisting of more than 15 cars will cut off engine to take water.

In case of accident, six long blasts of the whistle will call bridgemen and trackmen.

When trains double hill at Summit, cars must be left on siding; train line must be fully charged, derail switch set and cars well blocked.

Trainmen will observe section house at Summit and Johnson's if red flag is displayed they will stop and ascertain cause.

H. J. MOHR, } **Dispatchers.**
W. L. KOLM, }

Marshfield, Oregon.